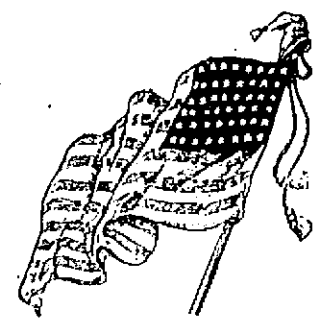


Newport Mercury

VOLUME CLX--NO. 23

NEWPORT, R. I. NOVEMBER 17, 1917

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The Mercury.

THE MERCURY PUBLISHING CO.

JOHN P. SANBORN, } Editors.
A. H. SANBORN, }

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NEWPORT, R. I.

THE NEWPORT MERCURY was established in June, 1878, and is now in its one hundred and thirty-ninth year. It is the oldest newspaper in the United States, with less than half a dozen exceptions, the oldest printed in the English language. It has a large weekly of forty-eight columns filled with interesting reading—editorial, State, local and general news, well selected, interesting and valuable. It has a large and complete department of advertising, and is the only paper in the State that gives full and complete information on all subjects.

TERMS: \$2.00 a year in advance. Single copies 5 cents. Extra copies can be obtained on order. The office is at the corner of Thames and Water streets, Newport, R. I. Specimen copies sent free, and special terms given advertisers by addressing the publishers.

Local Matters.

Draft Men to be Classified.

The local exemption board faces another huge task in classifying all the remaining men of the draft age who have not yet been called for service. The method of selection of the men for the next call will be radically different from that adopted before, and the numerical order of their drafting will have little to do with their time for service. All of the remaining men will be classified in five divisions according to their necessity at home. In order to accomplish this all the men will have to fill out certain questionnaires now being prepared, and upon receipt of this the local board will tentatively divide the men into the classes showing the order in which they will be called. No man will be required to take the physical examination until the class to which he has been assigned is called for service.

The first class, which will be the first called, will comprise single men, without dependent relatives; and married men with dependents who are not necessary for their support; also all registrants who fail to submit the questionnaire or are not otherwise classified.

Chairman Campbell of the local board looks for a rather busy period in arranging the classification, and of course the board may expect more or less dissatisfaction with its decisions. It is probable that appeal can be had in this case as in the previous proceedings under the draft law. The next call for duty will probably not be issued until the late winter.

Mr. Lawrence K. Ebbes, of this city, son of Colonel and Mrs. Robert C. Ebbes, has been appointed a second lieutenant in the regular army and assigned to the cavalry. He is now at the training camp at Plattsburg and will remain there until the camp is closed the last of this month. He will probably have an opportunity to visit Newport before being assigned to his command.

Mrs. Mary F. Frigg was taken to the Newport Hospital from 41 Burnside avenue Tuesday evening, suffering from gas poisoning. She was found unconscious on the floor of the kitchen with all the gas jets in the room open. But for her timely discovery death would have resulted within a short time.

A man giving his name as Harry Rock of Providence, who had been in Newport for several days looking for work, collapsed on the street on Tuesday and was taken to the Newport Hospital for treatment. He had been in poor health and was also suffering from lack of food.

Funeral services for the late Thomas Rudolph Lewis were held at his late residence on Clinton avenue on Sunday. Rev. W. I. Ward officiating. Mr. Lewis was a brother of the late Ida Lewis and assisted her for many years in the care of the Lime Rock Light.

Mr. and Mrs. Jordan I. Mott have taken for the winter the residence of Mrs. John J. Mason, "Wahum," on Catherine street, and hope to be able to move into their new residence, "Pardis-Rocks," in the spring. They will make their permanent home there.

Superior Court for December.

The December session of the Superior Court for Newport County will open in this city on Monday, December 3. A number of cases have been assigned for trial at this term of the court, but it is probable that there may be some continuances when the cases are called.

The following have been notified to serve as jurors at the December session:—

Grand—Louis M. Jones, grocer; William H. Rankin, painter; Thomas A. Kelly, plumber; John P. Peterson, wood carver; Michael Lyons, laborer; John H. Hadford, mason; Joseph F. Tubby, hackney carriage; Charles H. F. King, painter; Patrick Devine, gardener; William H. Crowell, boiler-maker; Daniel J. Sullivan, clerk; Joseph J. Deuce, clerk; Marco A. Russo, barber supplies.

Petit—Patrick J. Quinn, mason; John E. Card, carpenter; Harold A. Peckham, butter and eggs; James A. Eddy, Jr., grocer; William F. Carney, repairman; Louis Rubenstein, merchant; Frank H. Dwyer, upholsterer; Howard G. Barlow, plumber; Harry B. Rice, bell ringer; Arthur W. Potter, Jr., gardener; Pemberton H. Powell, gentleman; William F. Porter, blacksmith; Antonio G. Ferretti, fruit dealer; Edward T. Hughes, clerk; Frank H. Seannavin, electrician; Christos P. Petropoulos, merchant; Aaron C. Perry, laborer; Hugh Smith, fireman; William P. Clarke, news dealer; Charles A. Pedorella, merchant.

Annual Meeting of the Farm Bureau.

At the last monthly meeting of the Executive committee of the Farm Bureau it was decided to hold the annual meeting of the Farm Bureau in Fair Hall at Portsmouth on Tuesday, December 18th, at 10 o'clock a. m.

At this meeting the officers of the Bureau will be elected and the general plan of the coming year laid out for the County Agent to follow. At this meeting an outside speaker will give a lecture on some agricultural subject. There will be a lunch served at noon and it is hoped that a large number of farmers of the County will attend. Inasmuch as this is the one meeting of the Farm Bureau during the year when the farmer can make known just how the Farm Bureau can help them most, it should be a live meeting and it behooves every man in the County to come. It is open to everyone, don't forget the date and come and bring your neighbors.

Injured by Breaking Limb.

James Tewey, an employe of the Newport highway department, is at the Newport Hospital in a critical condition as the result of a fall from the large elm in front of the City Hall on Monday morning. A crew of tree trimmers, under foreman Patrick Segerson, were removing the dangerous branches of this tree to make it safe for the winter. Tewey was working about 30 feet in the air on a limb extending out over the Broadway pavement. The weakened limb was safely removed, when the one on which he was resting snapped and he was thrown violently to the pavement. He was picked up in an unconscious condition and rushed to the Hospital, where his death was momentarily expected for several days.

The injured man has been the employe of the department for several years, and is well liked. He was recently exempted from the army draft because of dependent parents.

Newporter Wins Greek Prize.

Mr. Reginald Stevens Kimball of this city, a Freshman at Brown University, has been awarded first premium as a result of competitive examinations for the President's premiums in entrance Greek at Brown. Mr. Kimball is a son of Mr. and Mrs. Frank G. Kimball of this city, and is a graduate of the Rogers High School. This award is not only a great personal honor for Mr. Kimball, but also speaks well for the fine preparation that is given at the Rogers High School.

Captain Willis C. Metcalf, formerly of this city, has been promoted to the rank of Major in the United States Army, and is still on recruiting duty with headquarters in Providence. He was stationed in Newport for several years and has a wide circle of friends here.

The banks have been busy this week, receiving another installment on the Second Liberty Loan bonds. A payment of 18 per cent. was due on Thursday.

Fred Sullivan, of this city, who was dangerously injured in an automobile smashup in Tiverton late last week, is now progressing well, and hopes to be able to leave the Hospital before very long.

Mr. Max Levy is well on the road to recovery following his hurried operation for appendicitis some time ago.

Mrs. Francis S. Goff is under treatment for pneumonia at the Newport Hospital.

Naval Changes Here.

The weekly practice march of the apprentices from the Training Station on Wednesday brought out one regiment of eight companies under command of Boatswain C. R. Reed. Recruits are being received at the Station in large numbers daily, and large details are being sent to ships of the fleet at frequent intervals.

The status of the Naval Reserve Force is being changed, although the transformation has not yet been accomplished in its entirety. It is planned to have the Reserves go into training with the regular navy, on the Training Station, vacating their separate barracks on the Washington street shore, which will not be abandoned however, but will be occupied by other details of the navy gathered here for instruction. Present indications are that the Government will not purchase the Coddington Point property in the near future.

Considerable interest is naturally felt among the large number of Naval Reservists in this section as to their ultimate status. It is apparently not at present the intention to dissolve the force, but simply to make the men more valuable by incorporating them into the regular navy force while still maintaining their organization. New men are constantly being called for duty, following their enrollment some time ago, and more are being enrolled for special departments.

Captain H. F. Bryan, who has been in command of the Newport Naval Station for some months, may be assigned to sea duty in the near future. Lieutenant Aldrich, who has been in command of the Naval Reserve Force, has been sent to sea on one of the vessels of the regular navy.

Bad Conditions Alleged.

It is announced in out of town papers that the Navy department is dissatisfied with the moral conditions in Newport, and that action is proposed. According to reports, Captain H. F. Bryan, in command of this naval station, proposes to take the matter up with Secretary Daniels. According to the same report, Captain Bryan thinks that the authorities of the city and State have not co-operated with him to keep the city cleaned up.

Mayor Burdick thinks that the city authorities have done all in their power to keep the city clean, and does not believe that conditions here are bad today. Many of the sailors who come over from the Station make trips to the larger cities nearby, where conditions are probably much worse than they are here. Then too there are many undesirable visitors who come to Newport to prey upon the sailors, and although the police are alert to apprehend them they have to act with care.

Acting Governor San Souci has stated that no complaint has been made to him regarding conditions in Newport, and that until the matter has been brought to his attention officially the State can take no action.

As usual the out of town papers like to make a great tumult over anything that will reflect on the city of Newport.

Governor Beekman Abroad.

Governor and Mrs. R. Livingston Beekman are safely in Europe and will make an effort to see the New England boys, and especially the boys from Rhode Island, to hear them a word of cheer from their home localities. The Governor is being warmly received wherever he goes, and will be able to obtain a first-hand story of conditions in Europe. He took a great risk in going over, but felt that he could not remain at home while the Rhode Island boys are undergoing constant hardship and danger.

Over a thousand men and women went to Providence by special train last Saturday to witness the football game between the Second Naval District eleven and the Brown University team, in which the Navy was victorious by the substantial score of 35 to 0. Several other important games are scheduled for this team in the remaining weeks of November, terminating in a struggle with the First District team for the championship.

Nomination papers for various city officers to be elected at the city election on December 4th are beginning to come in to the city clerk's office, and a portion of the staff is now busy checking up the names. Most of the papers that have been filed thus far are for representative council, but papers for other offices are in circulation and will be filed in a few days.

The trustees of the Channing Memorial Church have been considering for some time a suggestion that the main auditorium be closed for the winter, and that the services be held in the vestry, in order to save coal. However, the board have decided, for several reasons, that it will be better to hold the service in the main church as usual.

School Committee.

The regular monthly meeting of the school committee was held on Monday evening, when considerable business was transacted. The committee voted to recommend to the representative council an increase in the appropriation for teachers in order to provide increased pay for the assistant teachers. The board also received a request for an increase from the janitors, and that will be acted upon at a later meeting.

The report of Superintendent Lull contained the following items:

The data below refer to Friday, October 26, 1917: Total enrollment 3895; average number belonging 3761; average daily attendance 3463.0; percent of attendance 92.0; cases of tardiness 240; cases of dismissal before the end of a session 61.

During the month 15 pupils have left school for the following reasons: to work 7, left city 5, to another school (not public) 1, personal illness 1, illness at home 1. Besides the 15, there have been two deaths—one in Carey II due to diphtheria and one in Lenthall II due to appendicitis.

The total enrollment (3895) is 44 more than at the corresponding date in 1916, and 113 more than last month. The issue of new permits has been very satisfactory; but, as the report of the truant officer shows, many pupils have taken out labor certificates, 110 since June.

The new room at Coggeshall for grade IV has made it possible to reduce the number of pupils in the old room to 10. If there is any further growth in grade IV, it will be necessary to use the recitation room on the first floor for any overflow as has been done for IV on the second floor.

Board of Health: Since the report last month there have been 36 cases of diphtheria and no cases of scarlet fever in the public schools. These cases caused the exclusion of 55 pupils besides those ill. Today there are only two pupils ill with either diphtheria or scarlet fever and no other pupils are excluded. The two cases date from November 4 and both are in the Callender school.

Red Cross: For this organization or some kindred interest 454 pupils are now at work. This is an excellent beginning; but the teachers and pupils expect to increase this number and also the amount of the work. In one room both boys and girls made small crocheted squares which were combined into baby blankets for the Belgian relief work. This is an excellent way of interesting many children in a large piece. The domestic arts class of the Rogers has made 16 comfort pillows. Plans have been made this week for grade VI (as a part of its regular work) to make medicine glass covers and ambulance cushions for the Surgical Dressings.

Evening Schools: These schools opened Monday, October 15, with classes in elementary subjects, mechanical drawing, bookkeeping, stenography and typewriting, and on Wednesday, October 17, with classes in iron and machine work and free hand drawing. The numbers at present warrant the continuance of all except the freehand drawing. All the classes were interrupted by the Liberty Bond day and by the state convention of teachers. The elementary classes are small.

Food Conservation: From this office were distributed 8000 home cards, 3500 pledge cards, and 1125 posters to the pupils of the whole city. Later 3182 window cards were exchanged for 3182 pledge cards which were sent to the Federal Food Administrator in Providence. The public schools sent 2571 and the parochial 511—an excellent percentage in both cases.

The report of Truant Officer Topham contained the following:

Number of cases investigated (reported by teachers), 172; number of cases of truancy (public 24, parochial 2), 30; number out for illness and other causes, 142; number of different children truant, 25; number found not attending school, 13; number sent to public schools, 8; number sent to parochial schools, 0; number sent to private school, 1; number of certificates issued, 9. On November 6, a boy who was on probation as an habitual school offender was surrendered for sentence. He was sentenced to the Seekonk School during his minority.

The committee on teachers presented a report dealing with salary increases for assistants. The board voted to fix the salaries of assistants at a minimum of \$450 and a maximum of \$600, also increasing the minimum of regular teachers to \$650. The hours of assistants were made the same as teachers. An executive session was held over the request of Mrs. M. Anna Ford for an increase of salary, but no announcement was made.

The committee on buildings and janitors recommended the election of William C. Gorton as janitor of the Mumford building at \$850, and he was elected. The committee also recommended that steps be taken to secure land in the outer Broadway section to relieve the Coggeshall school, and the matter was referred back to that committee to investigate and report.

On recommendation of the committee on evening schools, Miss Ida G. St. Clair was elected a teacher of stenography in the evening schools.

Much routine business was disposed of.

The Newport Artillery Company will give another of its popular Ladies' Night entertainments at the Army on Clarke street next Thursday evening under the direction of the entertainment committee. A feature of the entertainment will be the Havana cabaret.

The St. George's School football team closed its season last Saturday with a victory over Milton Academy by a score of 13 to 0.

Board of Aldermen.

At the weekly meeting of the board of aldermen on Thursday evening, Mayor Burdick made a report on the proposed changes to the City Walk at the residence of Mr. E. C. Knight. It had been reported that Mr. Knight intended to make a tunnel for the walk at that place, but he had been interviewed by Mayor Burdick and objected vigorously to the suggestion that he intended to do anything detrimental to the walk, as his intention is to improve it. His plan calls for the lowering of the walk, bringing it down in one place to about three feet above sea level. As the walk there is already below the top of the cliff, Mayor Burdick did not regard the change as detrimental. The plan was devised by Mr. Knight, not for the purpose of securing privacy for his estate, but to improve the walk.

In the discussion that followed, some members protested against lowering the walk, and it was voted to increase the committee by adding Alderman Martin and City Engineer Easton to serve with Mayor Burdick.

Conditions on Thames street since the one-way traffic ordinance went off, were discussed, and it was suggested that the congestion of the afternoon hours might be handled by adding three traffic officers. Chief Crowley thought that this might be arranged from the funds of the emergency appropriation, and the matter will probably be taken up again.

Chief Kirwin asked for a transfer of his fuel appropriation, and the various buclances will be looked into before recommending it to the council. Considerable routine business was transacted.

Y. M. C. A. War Fund.

The Opera House was completely filled last Sunday afternoon, on the occasion of the opening rally to secure Newport's allotment of \$32,000 toward the large fund of \$35,000,000 which is being raised all over the country for the benefit of the Y. M. C. A. war work. The meeting was an interesting and enthusiastic one, and was undoubtedly productive of much good.

Mayor Clark Burdick presided and introduced the speakers, music being furnished by the Seventh Artillery Band from Fort Adams. Dr. Alexander J. Lord was the first speaker and made a splendid impression. He was followed by ex-Governor James H. Higgins, who was warmly received by the large audience. He said that in the exigencies of the present war, it made no difference whether a man is a Catholic or a Protestant, his duty is to aid every organization that can be of help to the country. He made a strong appeal for the Y. M. C. A.

Dr. Daniel A. Poling was the third speaker, and was followed by Mr. Harry A. Titus, president of the local Y. M. C. A., who spoke of the immense resources of Germany today and the necessity for every American to aid in the great work that the United States has taken up.

Some Sugar Coming.

Sugar is still very scarce in Newport, although small shipments are received daily. The supply received does not begin to equal the demand however, and is exhausted within a comparatively few minutes after it reaches the shelf of the retailer. The local confectioners are unable to obtain sufficient supplies for carrying on their business on the scale to which they have been accustomed, and say that unless liberal supplies are received soon they will be unable to supply their usual Christmas trade. The big manufacturers have their Christmas stocks already made up, several months in advance, as is their usual practice, but the local manufacturers always delay as long as possible in order to keep their stocks fresh.

Rev. Robert Downing of Aquidneck, the famous reformed actor, now evangelist and lecturer, has made arrangements to deliver lecture recitals or travelogues for any church or society desiring his services. Mr. Downing has had a long experience on the stage, and is a splendid lecturer. He has also prepared a complete three months course of study on elocution for home use, so that anyone having occasion to do public speaking may learn how.

At the regular quarterly meeting of the Newport Historical Society next Monday afternoon, Miss Maud Lyman Stevens will read a paper on "The Romance of Newport." Miss Stevens is thoroughly familiar with her subject and is a very interesting writer. Her pamphlet on the old Vernon House met with great success.

Mr. Pandon S. Kaul of Kansas City, spent Sunday with friends in Newport. Mr. Kaul plans to go abroad with the American expeditionary forces, to assist in road building, the one in which he is a well qualified expert.

Miss Ida Larsen is spending a portion of her vacation in Cincinnati.

PORTSMOUTH.

(From our Regular Correspondent.)

Ensign Robert Rolings of the Training Station has been assigned to duty at Buffalo where ships are being built for the Navy.

Captain Reginald Vanderbilt has arranged to keep his apartment open at Sandy Point in all winter, as he will be here each week to continue drilling the Portsmouth Home Guards.

The Women's Auxiliary of St. Mary's parish met Wednesday afternoon with Mrs. Clarence Thurston of Newport.

Miss Orriana Anthony entertained the Colonel William Barton Chapter, D. A. R., at her home Saturday afternoon. The new regent, Mrs. Thebe E. T. Manchester, was in the chair and appointed the following committees: Entertainment Committee—Mrs. Joseph Barker, chairman; Mrs. Albert Hall, Miss Helen Coggeshall, Miss Evelyn H. Chase, Miss Clara Brown.

Ways and Means Committee—Mrs. George W. Thurston, Mrs. Clara Brown, Mrs. Albert Hall.

Program Committee—Miss Evelyn B. Chase, Mrs. Clarence Brown, Mrs. Harold Edmundson, Mrs. George W. Thurston, Miss Helen Coggeshall.

Nominating Committee—Mrs. Henry Peate, Miss Orriana Anthony.

The monthly meeting of the Town Council and Probate Court was held at the Town Hall Monday afternoon, with four members present. Mr. William H. Bone, the newly elected councilman, was out of town.

Councilman Sewall, who was appointed at the last meeting to interview the Bay State Street Railway Company, in regard to slowing the cars to 15 miles an hour, between Library Corner and Power street, filed an instrument in writing showing that such an order has gone into effect.

A statement of damage done by dogs to hens belonging to Louis Dennis, amounting to \$11.50, was received and ordered paid according to law.

The committee appointed to erect automobile danger signs reported that signs have been ordered.

The town treasurer was directed to file a bond in the sum of \$20,000.

The Council appointed officers as follows:—

Town Auditors—Frank C. Cory, Fred A. Coggeshall, Robert H. Manchester.

Overseer of the Poor—William T. H. Sowle.

Commissioner of Town Farm—Wm. T. H. Sowle.

Auctioneers—John T. Gardner, Isaac Chase, Harry P. Paquin, Jacob Marx, Chester A. Carr.

The highway surveyors were passed to the next regular meeting December 10.

Committee on Highways—District No. 1, Wm. H. Bone, No. 2, Wm. T. H. Sowle; No. 3, Charles L. Sewall; No. 4, Wm. F. Grinnell.

Committee on Prudence Island Driftways—Charles A. Aldrich.

Fence Viewers—John R. Coggeshall, John E. Manchester, Frank C. Cory.

Sealer of Weights and Measures—John J. Corcoran.

Appraisers of Dog Damages—Wm. W. Anthony, Rowland L. Chase, Madison H. Gram (Prudence Island).

Dog Constable—Wm. W. Anthony.

Town Constables—Michael J. Murphy, Charles E. Harvey.

Police Constables—Luther P. Chase, Walter C. Brinkman, Robert A. Rice, Jacob Marx, Walter F. Dyer, Charles A. Aldrich, George H. Thompson (the last two from Prudence Island).

Special Constables—George A. Brown, David H. Anthony, Benjamin F. C. Boyd.

Special Constable to enforce the liquor law—Frederic W. Thompson, Edward G. Ruggles.

Special Constables to act under town ordinance—William Penn Macomber, Frank Paquin.

Special Constable with power to serve civil process—John J. Corcoran.

Bird Constables—Isaac Chase, Albert W. Lawrence, Walter F. Dyer.

Trap Constables—Charles Wilcox, Charles E. Harvey, Frank W. Greene, John R. Manchester, William H. Bone.

Health Officer and special constable to act with health officer—Dr. Eberton W. Storrs.

Field Drivers Passed to next regular meeting.

Coroner for three years—Wm. F. Brayton.

Pound Keeper—George R. Hicks.

Surveyors of Lumber and Cordons of Wood—Henry C. Anthony, Henry F. Anthony, Isaac Chase.

Inspectors of Ashes and Fish Measures—Henry F. Anthony, Wilbur C. Wheeler.

Weights of Neat Cattle slaughtered in the town—John M. Brownell, Henry F. Anthony, Frank W. Wheeler.

Inspector of Beef and Pork—Walter A. Sowle.

Weights of Coal and other merchandise—John A. Elliott, Leander W. Coggeshall, Wilbur C. Wheeler, Henry F. Anthony, Charles Gifford.

Commissioner of Wrecks—William F. Tallman.

Forest Warden—Frank Paquin.

A number of bills were received and ordered paid.

The ladies of St. Paul's church gave a supper in the parish house Tuesday evening. The committee were Mrs. Benjamin S. Anthony, Mrs. Chase and Mrs. D. B. Anthony. Three tables were spread and those in charge were Mrs. George I. Anthony, Mrs. Wm. H. Anthony, Mrs. John M. Eldredge, Mrs. Albert W. Lawrence, Mrs. Lucy Anthony, Mrs. Oliver Hicks, Mrs. D. Frank Hall, Mrs. Hannah C. Sisson. The supper consisted of cold sliced meat, mashed potato and squash, brown bread, white bread, pie, Indian pudding, tea and coffee. The room and tables were decorated with chrysanthemums. A chicken salad supper and entertainment was given in Fair hall Wednesday evening for the benefit of St. Anthony's church.

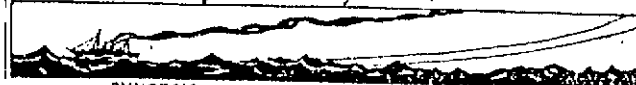
Dr. Horace P. Beck is arranging for a public hearing at which Newporters will have an opportunity to express their sentiments and present facts on the local coal situation.

"CONTRABAND"

A Romance of the North Atlantic

By RANDALL PARRISH

AUTHOR OF "MY LADY OF THE NORTH," "TWO OF THE FOREST," ETC.



SYNOPSIS.

CHAPTER I.—Robert Hollis, one-time sea captain, who tells the story, is a guest on Gerald Carrington's yacht, the *Esmeralda*. It is supposed to be a "stop" party and Hollis is supposed to be a "stop" party and Hollis is supposed to be a "stop" party.

CHAPTER II.—Hollis, the next night, succeeds in having an interview with the woman. She tells him her name is Vera.

CHAPTER III.—Carrington tells his guests of the coming war, and that he is engineering a copper pool.

CHAPTER IV.—The yacht is sunk in a collision and Hollis saves McCann, millionaire, and one of the party.

CHAPTER V.—Hollis and McCann rescue Vera and leave the ship in a small boat.

CHAPTER VI.—Hollis and Vera become friendly, though he is unaware of her identity.

CHAPTER VII.—McCann refuses to submit to Hollis' authority, and the latter enforces it.

CHAPTER VIII.—The castaways are picked up by a ship, the Indian Chief, which takes them aboard.

CHAPTER IX.

Contraband of War.

The knowledge that the owner was actually on board changed the entire situation. I would have to argue it out with him undoubtedly, for quite naturally he would object to any return to an American port. Well, I might be in for a disagreeable interview, but I had made up my mind, and it was not to be changed by any bluster or offer of high wages.

"Come on, Masters," I said brusquely. "Let's get this over with."

The after cabin extended from rail to rail, the door opening directly from the main deck. There were two cabins aft, occupying apparently the full width of the vessel, and the engineer rapped with his knuckles on the panel of the nearest door. There was no response, but a second attempt resulted in a voice bidding us enter.

"It was a pleasant enough interior, lighted by two ports, but showing no attempt at decoration. A man arose from one of the chairs and faced us, the light from the stern port shining full upon him. He was tall, delicate looking, his features bearing marks of pain, yet certainly not over thirty years of age. He was not at all like what I had expected to see, and I faced him in surprise. He had taken a step toward us, limping slightly, but at sight of a stranger paused.

"When have you here, Masters?" he asked, his eyes on my face. "Is there another vessel near us?"

"No, sir," and the engineer stood, hat in hand, awkwardly shifting his weight. "We have picked up some castaways. This man here is Captain Hollis, late of the *Atlas* line."

"Indeed," he held out his hand to me, his eyes looking directly into mine. "I regret your misfortune, sir, but your coming is a godsend to us. Your ship was wrecked?"

"Sunk in collision," I answered. "But it was not my ship; I have not been to sea for several years in any position of command. On this occasion I was a guest on board a steam yacht belonging to Gerald Carrington of New York. The name of the vessel was the *Esmeralda*. I need not relate the details just at present, but three of the details have been picked up by this ship."

"Three—what passengers?"

"Yes—one was a woman."

"Yet, if I understand Masters right, you have been in the merchant service?"

"In every capacity; when I retired, I was captain of the freighter *Vulcan*. He stood silent a moment, thoughtfully considering me, and I could not determine whether or not he was altogether pleased. Finally, having apparently reached some decision, his gaze shifted to the face of the burly engineer.

"I will talk with Captain Hollis," he said quietly, "and perhaps you had better return on deck, Masters, and keep an eye out; the fog thickens, and we are in the track of ships."

"Very well, sir."

As the door closed behind the engineer's bulky figure, the owner motioned me to a chair, while he took an hour himself.

"I hardly know how best to approach my subject," he said soberly. "If you were merely a shipwrecked merchant captain, I could make you a rather attractive offer; but, as you have retired from the sea, that would probably prove no special inducement."

"The pay, you mean? Well, hardly; I have no desire for a berth."

"So I supposed, or else you would scarcely have been one of Carrington's guests for a yachting cruise. I presume Masters told you the fix we are in."

"Yes, as strange an accident as I ever heard of at sea. You have got to have a navigator, and I am perfectly willing to serve you so far as I can. I owe you this for picking us up from an open boat. With your permission, sir, and without mentioning pay, I will agree to take command of the Indian Chief, and sail her to the nearest American port, where you can procure officers, and, if necessary, a new crew."

He sat silent, one white hand crumpling a paper on the desk, his forehead creased, the lines of his face showing clearly. He appeared to hesitate, uncertain how best to answer me.

"I certainly appreciate your offer, Captain Hollis. It is a most liberal one, because, if I know anything of maritime law, you would be justly entitled to high compensation for this service to ship and cargo. I had intended to pay you—at least that was my intention—the sum of three thousand dollars to take command, the

contract to remain in force after the conclusion of this voyage. If you so desired, 'This you will not consider?' The money argument has no weight?"

"I smiled, but shook my head.

"Then there is nothing left me, except to appeal to your humanity," he went on, leaning forward, his eyes on mine. "You belong, I suspect, to my class, and I can give you my confidence, trust you with my secret. Is this not true?"

"I hope I am worthy of such faith," I answered wonderingly, as he paused.

"I repeat that faith in you, and ask you to face this situation from my standpoint. I am the sole owner of the Indian Chief, and also of her cargo.

"Every dollar I possess on this earth is tied up on board this vessel. That is why I sullied an supercargo; I dare not trust the venture to anyone else. Under the hatches I have a cargo valued at nearly half a million dollars. It was purchased and shipped on the strength of a contract signed by a high official of one of the European governments, yet the responsibility of payment rests upon myself and a few intimate friends. If the Indian Chief safely discharges this cargo, within a designated time, at a certain port, or contingent thereof, I shall make a fortune, and retain my honor as a merchant. If not, then I am a ruined man, Mr. Hollis, and my reputation is gone also."

"What port?"

"Hamburg."

"I leaned forward, deeply interested by now in his unusual story.

"Then I presume your cargo is largely munitions of war?"

"Of that nature—yes."

"From what port did you sail?"

"Baltimore, July 20th; we were held back within the capes for two days by a severe storm."

"Then you have not heard of the declarations of war in Europe?"

His eyes widened, his pale face grew whiter than ever.

"War in Europe? already declared?" he exclaimed. "Is that actually true? We carry no wireless, and have spoken with no vessel since we left the Chesapeake. What nations are at war?"

"The last message we received on the *Esmeralda* was that Germany and Austria were already pitted against France, Russia and England. The German troops had invaded Belgium in an effort to reach Paris. The night before our accident a great British battleship, racing toward New York, passed us. She was under orders to battle up the German lines. May I see your manifest?"

He took the list from an inner drawer, and handed it over to me without a word, evidently stunned by this unawaited news, and unable to speak. I turned the typewritten pages slowly, glancing quietly over the various items. They were astounding.

"Why, really, I can hardly credit my own eyes," I exclaimed. "You tell me these goods were actually contracted for by the German government agent in the open market?"

"Not exactly in the open market, Mr. Hollis. It was all accomplished in my name; I alone am known in the transaction. Certain intimate personal relations with me the contract, my mother being a relative of a high official. The negotiations were conducted secretly."

"I should suppose so; yet such purchases would look as though war had been anticipated."

I arose to my feet, walked across to the port, and stared out into the thickening mist overhanging the water. The man did not move or speak, and I turned again to find him with head buried in his arms on the desk. His attitude of complete despair was full of pathetic appeal.

"I am an international lawyer," I said gravely, "but there is scarcely an item on that manifest which is not contraband of war. The getting of this cargo into Hamburg, or any other port of Germany now, will be almost impossible—a mere gambler's chance."

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attle under the United States flag?"

"Yes."

"That might prevent a search, providing you had a good explanation ready, especially as you left port before war was declared. However, spies are everywhere, and the nature of the cargo might be known. If so, every officer on watch has already been notified by wireless."

He arose to his feet facing me, his slender hands opening and closing nervously, his face white and drawn.

"I realize all this, Captain Hollis," he said, his voice trembling, "and also that there still remains a chance of success. I like your face, your manner of fronting things. I think you are the very man whom God has sent to me in this emergency. Listen: I tell you I am absolutely ruined unless I complete this voyage. I am a young man, not over thirty, but my health is gone. You can see I am practically a physical wreck, yet I am the only support of an aged mother and three younger children. Two years ago no one had brighter prospects in life than I; now I am struggling desperately for mere existence. A little more than a year ago I met with a serious accident: I need not go into details—the result you can see by looking at me. For eight months I was in a hospital in New York, lingering between life and death. There was no one to attend to my business affairs, and everything went to the dogs. When I got out again all that was left me was this vessel, a reputation for business ability, and a few thousand dollars. This contract came to me as a godsend; it was so arranged that I was able to carry it with a little help. If successful, it will put me on my feet again."

"You are not German?"

"Not a drop of Teuton blood is in my veins, so far as I know. I never dreamed of the possibility of war, or even asked the nature of the shipments."

"I understand. Of course it makes little difference where one's sympathies chance to be in a case like this."

I put my hand on his shoulder, and looked into his eyes. "You have been perfectly frank with me; now I am going to be just as frank with you. I believe your story, and my whole inclination is to stand by and help you through."

"You will?" he interrupted eagerly, his eyes glowing. "You mean you are going to make the attempt?"

"No, I didn't say that, my friend; only that such is my natural inclination. If there was only my own peril, my own time, to be considered, I would shake hands with you instantly, and accept the adventure. But there is another on board this ship to be considered—a woman, whose comfort and wishes I cannot ignore."

"But she could be transhipped!"

"Which would at once reveal our whereabouts and probable course. Any vessel speaking us would make report as soon as it reached harbor. Our only safe method of procedure will be to keep far enough away from any passing vessel during daylight to escape recognition, and to run the main European routes by night. If we so much as speak a ship, it will double our peril of capture; the wireless is our greatest enemy."

"Then what do you propose doing?"

"Just this: I'll go out now and talk with the lady. I'll explain the whole situation to her fully, so that she will understand every detail."

"But is this fair to me?"

"Yes, perfectly fair. She is no weak-nerved creature to be awed by peril. She is a healthy, sensible girl, ready to do her part anywhere; her sympathy will all be with you. Anyway, I shall leave the affair entirely to her decision. I'll give you my answer in thirty minutes."

As I closed the door and stood outside in the main cabin, it suddenly occurred to me that I did not know the man's name. Masters had not mentioned it; I had not asked, nor did I recall noticing the signature on the manifest.

CHAPTER X.

We Accept Adventure.

As I emerged from behind the butt of the mizenmast, the only person visible was a long-legged cabin boy industriously rubbing away at a grease spot on the deck. He was not aware of my presence until I spoke, when he gazed up at me across his shoulder, with seeming little intelligence in his dull eyes.

"Do you know which of these state-rooms the lady was given?"

"Oh, yes, sir; over there; I just took her in a scullie an' some bread."

"All right—what is your name?"

"Joe—Joe Moon, sir."

I crossed over and tapped at the state-room door, which had a figure "5" stenciled on the upper panel.

"Who is there?" she asked.

"This is Hollis; could you spare me a few moments?"

"Certainly I will come out directly," she laughed. "I have been doing some emergency mending."

I picked out a chair and sat down. A moment later the door of No. 5 opened, and the girl greeted me pleasantly, crossing the cabin swiftly, and extending her hand, as I arose to my feet.

"I feel actually born anew, Mr. Hollis," she exclaimed. "I am almost afraid I was losing my nerve in that little boat. Where is this steamer bound?"

"That is what I called upon you to discuss. Sit down here, and I will give you the whole story. The captain and both mates are dead; the fellow on deck in charge when we came on board was the chief engineer. The owner of boat and cargo, however, is here; I have just been talking with him in the cabin yonder. He is in poor health and crippled in one limb."

"What is his name?"

"Foolishly I forgot to ask, and Masters—that is the name of the engineer—neglected to mention it when he introduced us. However, that makes no difference in the facts. I'll tell you the story, as briefly as I can."

She listened intently, leaning forward in her chair, her ringless hands clasped, her eyes on my face. The

simple story seemed to thrill her, breathing as it did the mystery and romance of the sea.

"And that, Miss Vera," I said at last. "In the present situation. It is for you to furnish the final solution."

"For me? You tell me all this merely to leave the decision with me?"

"Yes; I shall do nothing against your expressed wish."

"Why—but what would you do, if you were here alone?"

"That would be entirely different. I have no family, no near relatives living; not even any special friends to mourn greatly over my demise. I might willingly risk my life in such an adventure, and think little of it. I know the sea and its perils, and such a game as this is likely to have its attractions."

"You—you consider the attempt very dangerous?"

"Of course, and possible imprisonment—yes. Probably our lives will not be in any special peril. We have no arms with which to resist. If once overhauled, a prize crew would be put on board, and we would be taken to the nearest British or French port, as prisoners of war. Our cargo, destined for

Her Eyes Were Shining, and Her Hand Reached Forth, Unconsciously, and Rested in Mine.

the German government, would be amply sufficient to condemn us. Under the circumstances, our own country would make no effort to protect us. I should not mind, but I cannot expose you to hardship and possible imprisonment."

Her eyes were shining, and her hand reached forth, unconsciously, and rested on mine.

"How long would it require?"

"Weeks, probably; I should choose the more northern route, around Scotland, and then skirt the Norway coast through the North sea."

"To place me on some other vessel at sea would spoil your plan, Mr. Hollis?"

"It would render our chances of success much less. The only possibility would be the piloting of some American ship, homeward bound, whose captain would promise to make no report. Such a one might be hard to find, especially if he suspected we were endeavoring to carry munitions of war to Germany."

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ALL PERSONS desiring to have water introduced into their test race or piece of machinery, should make application to the office, 1100 Broadway, New York City, or to the office, 8, 222 Thames Street, Newport, R. I.

ASK ANY HORSE

Eureka Harness Oil **Mica Grease**

Sold by dealers everywhere. Standard Oil Co. of New York.

To Make a Cheap Filter.

In order to make a cheap filter, take a large flower pot and stop the hole in the bottom of it by placing a piece of sponge in it. Cover with a few inches of powdered charcoal, fill with water, and let it stand over a pail or tub supported by two or three sticks laid across. The water filtering through the charcoal will be freed from all impurities and will be fit for family use. The charcoal should be changed every three months and the sponge several times a year.

Use Your Brains.

There is not so much difference in brains as in the way their owners use them. Very often a boy or girl who envies another's keenness and insight is as well endowed as he. But while one brain is trained to hard, concentrated thinking, the other is like an unbroken colt, or like a steed which has grown lazy from overfeeding and lack of exercise. Set your powers to work. Guide them wisely, and you will not need to complain that they are not greater.—Exchange.

Stevenson's Memoirs Valuable.

One of the 45 copies printed for private distribution of Robert Louis Stevenson's memoirs of himself, was sold recently in London for £12. It is a quarto printed from the original manuscript. A first edition of the "New Arabian Nights" also changed hands for four times that sum.

Avoiding Trouble.

How much trouble he avoids who does not look to see what his neighbor says, or does or thinks, but only to what he does himself, that it may be just and pure.—Marcus Aurelius.

Belief in Fate.

A strict belief in fate is the worst of slavery, basing upon our needs an everlasting lord or tyrant of whom we are to stand in awe, right and wrong.—Exchange.

The True American.

Of the whole state of the nation, the part is that which is most of a relation to the nation, and the part is that which is most of a relation to the nation.

JAPAN FIGHTING HARD IN WAR FOR WORLD MARKETS

Has Made Tremendous Strides
In Manufacturing and Ex-
porting Since 1914.

HER INDUSTRIES THRIVING

Captured Markets Held by Other Nations—Trade to Australia Quadrupled—Building 600,000 Tons of Shipping to Handle Export Expansion

In the past few years Japan has undergone a tremendous industrial development. The enormous progress made by her in manufacturing and exporting since the outbreak of the war is little realized in this country.

It is not fully recognized that Japan is gradually changing from an agricultural to an industrial country, and that in her now drive to win some of the foreign markets she has captured considerable of the business which was formerly held by this country. The great expansion of her foreign trade since 1914 is shown by the official returns of her trade in 1916.

Exports Far in Excess of Imports. During that year the total value of imports was 766,500,000 yen, being an increase of 224,000,000, while the exports for the same period amounted to 1,127,500,000 yen, being an increase of about 419,000,000 yen. The actual excess of exports over imports for the year was 371,000,000 yen, as compared with 170,000,000 yen for 1915.

The changed position which has taken place since the beginning of the war may be seen from the fact that for the year 1914 there was actually an excess in the value of the imports over exports of about 4,500,000 yen.

Cotton manufacture is one of her principal industries, and the statistics show that the average number of spindles working daily in Japan in 1914 (the latest available year), was nearly 2,600,000. Wool manufacture was not carried on before the war to any great extent, but it has now received a considerable impetus, and Japanese factories are executing orders from the Russian Government.

The production of iron and steel—both in government and private works—has also been very considerable, the best iron ores being imported from China. Japan has some 600,000 tons of shipping now under construction, and the industry is in a flourishing condition. Her merchant marine consists of 2,170 steamers of 1,704, 785 tons, and 9,187 sailing ships of 672,403 tons. Ocean-going steamers exceeding 10,000 tons number 448, with a total tonnage of 1,428,212 tons. Thirty-nine ocean-going steamers of 140,235 tons were launched from Japanese yards in 1916.

May Use American Machinery. It might be added that Japan is now investigating the possibility of using American cotton-spinning machinery in their mills. The extent of purchases already decided on is estimated at 200,000 spindles.

How her credit stands may be seen from the fact that her 4½ per cent. loan is quoted on the London Stock Exchange at 91½, yielding at that price, interest of nearly 5 per cent. Great Britain's 4½ per cent. loan is quoted at 92½, so we see how the relative positions of the two countries have changed since 1914. Before that fateful time no one would have dreamed of comparing the two credits.

Already Japanese manufacturers have quadrupled their exports to Australia. Ships which in the past averaged a cargo of 450 tons now bring to Sydney 2,500 tons. The Japanese have captured a great deal of the trade once firmly held by American, British, German and French exporters. In the silk market they have won the premier position, and Australian shops are now filled to overflowing with cheap Japanese silks.

The following Japanese goods are now sold with great success in the Australian market: Glasses, scientific instruments, silks, Panama hats, cottons, toys, insulators, electric light apparatus, camphor, sulphur oil, matches, bakeware, rubber tires, bottles, porcelain.

Japan's rapid industrial and commercial strides will serve to intensify the formidable competition which the American manufacturer will have to meet; both in domestic and foreign markets after the war. They afford another striking proof of the necessity for restoring friendly relations between capital and labor, securing fewer and better business laws and moulding a better public attitude toward business so that American industry may be rid of its harassments and made strong for the trade fight after the restoration of peace.—Industrial Conservation, New York.

Feeling the Public Pulse.

A board of trade or chamber of commerce can render vital service to a community by aiding in the passage of laws which tend to make the community more prosperous. In that respect the organization acts as an interpreter helping to translate the needs and desires of the people into laws that will encourage, rather than discourage, business enterprise.—Industrial Conservation, New York.

Contentment.

The best sort of contentment is that which is cultivated for today, and any business man who is content with his present position is a contented man.

COTTON GOODS COMPANY BUILDING MODEL CITY.

Constructing 100 Cottages with Hospital, Library, School and Meeting Hall.

A big cotton goods manufacturing company with offices in New York City and a million dollar plant at Passaic, N. J., recently completed the purchase of 300 acres of land, comprising the whole village of Allwood, near Passaic, and has begun the construction of a model industrial city.

Almost a thousand men are employed in the Passaic plant, which will be abandoned. Plans are to have a city of about 3,500 population. One hundred cottages will be built. There will be a hospital, library, school, and meeting hall. Twenty homes for superintendents are to be put up at once. Homes will be purchased on monthly payments.

Social welfare workers, architects, and industrial leaders have given advice to the president of the mills. His plan is regarded as the most advanced step of the kind, in some respects, that has been taken in this country.

The present mill has rest rooms, nurses, and a dining hall. Dances have been given there every Saturday evening throughout the winter. There have been practically no labor troubles.—Industrial Conservation, New York.

USE OF LEISURE TIME A FACTOR IN SUCCESS.

Time Not Spent in Working, Eating or Sleeping May Determine Efficiency.

"How do you spend your leisure time?" is the question which appears on the application blanks for employment in some of the largest business houses today. To some this may seem an unnecessary intrusion on the private life of the individual, but the way in which a worker utilizes the interval between 5 and 6 p. m. and 8 or 9 a. m., as well as his holidays and Sundays, has an important bearing on his efficiency. Dull heads and unsteady hands, which are often the by-products of misused leisure hours, are distinct liabilities in any work, whether it be mechanically routine or of the sort that requires judgment and adaptability.—Industrial Conservation, New York.

HOW TO SAVE A BILLION A YEAR.

Co-operation Between Wage-Earner and Wage-Payer Will Save an Enormous Loss.

There is an estimated waste of a billion dollars annually in industry in the United States, due to labor troubles. This billion dollars could better be employed to the advantage of both the man who hires and the man who is hired. Capital can gain no advantage by fighting labor, and labor can gain no advantage fighting capital. The result of the battle is always an expensive draw.

On all sides, however, are to be found evidences that both parties have begun to realize the futility of endless friction.—Industrial Conservation, New York.

THE HUMAN NOTE IN INDUSTRY

Will Be Most Strongly Accentuated in Coming Years, Says Edison.

"Problems in human engineering," predicts Thomas A. Edison, the electrical wizard, "will receive during the coming years the same genius and attention which the nineteenth century gave to the more material forms of engineering."

"We have laid good foundations for industrial prosperity. Now we want to ensure the happiness and growth of the workers through vocational education and vocational guidance and wisely managed employment departments. A great field for industrial experimentation and statesmanship is opening up."—Industrial Conservation, New York.

NEED FOR LOYAL WORKERS.

Men Who Will Exert Best Efforts to Help Win War.

It would be impossible to overestimate the importance of labor in its relation to the war, and the necessity for every workman to give his best efforts in order not to handicap the government in its work of carrying the war to a successful termination.

The loyal American workman may be depended upon to do his full duty if he is not led by the mistaken policies of his leaders to do the things which his own conscience and his own reason tell him are wrong.—Industrial Conservation, New York.

USE OF LEISURE TIME A FACTOR IN SUCCESS.

Use of Time Not Spent in Working, Eating or Sleeping May Determine Worker's Efficiency.

"How do you spend your leisure time?" is the question which appears on the application blanks for employment in some of the largest business houses today. To some this may seem an unnecessary intrusion on the private life of the individual, but the way in which a worker utilizes the interval between 5 or 6 p. m. and 8 or 9 a. m., as well as his holidays and Sundays, has an important bearing on his efficiency. Dull heads and unsteady hands, which are often the by-products of misused leisure hours, are distinct liabilities in any work, whether it be mechanically routine or of the sort that requires judgment and adaptability.—Industrial Conservation, New York.

Arrangement of Leases.

Leases generally run by seven years or a number of years. The seventh and ninth years, with the multiple of 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 245

